

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 13-H

(Braking)

Transmitted by the Expert from the United Kingdom

**A. PROPOSAL**

Paragraph 5.2.11.2., amend to read:

"5.2.11.2.1. It shall be possible to easily ~~assess check~~ this wear on service brake linings from the outside or underside of the vehicle, **without the removal of the wheels, by the provision of appropriate inspection holes or by some other means. This may be achieved by utilizing only simple standard workshop tools or common inspection equipment for vehicles. e.g. mirror, endoscope etc.** ~~tools or equipment normally supplied with the vehicle, for instance by the provision of appropriate inspection holes or by some other means.~~ Alternatively, acoustic or optical devices warning the driver at his driving position when lining replacement is necessary are acceptable. The yellow warning signal specified in paragraph 5.2.21.1.2. below may be used as the optical warning signal."

Paragraph 5.2.1.11.2.2., amend to read:

"5.2.1.11.2.2. Assessment of the wear condition of the friction surfaces of brake discs or drums may only be performed by direct measurement of the actual component or examination of **any** wear indicators, which may necessitate some level of disassembly."

Insert new paragraphs 5.2.11.2.2.1. and 5.2.11.2.2.2., to read:

~~"5.2.11.2.2.1. At the time of manufacture, the manufacturer shall either:~~

~~(a) Mark the disc with the value of the minimum thickness or the drum with the value of the maximum diameter, permissible before replacement is necessary. This should be on a part of the component least likely to suffer from deterioration due to corrosion, or~~

~~(b) Permanently mark both friction surfaces of the disc or the friction surface of the drum with a wear indicator. This may be in the form of an indentation, a groove or other appropriate method.~~

" 5.2.11.2.2.1. At the time of type approval, the vehicle manufacturer shall define the following:

- (a) The method by which wear of the friction surfaces of drums and discs may be assessed, including the level of disassembly required and the tools and process required to achieve this.**
- (b) Information defining the maximum acceptable wear limit at the point at which replacement becomes necessary.**

**This information shall be made freely available, e.g. vehicle handbook or electronic data record."**

**B. JUSTIFICATION**

At the fifty-fifth session of GRRF, it was agreed that the United Kingdom would amend document TRANS/WP.29/GRRF/2004/5 taking into consideration the CLEPA comments concerning the marking of discs and drums.

Further consideration has been given to the revised document TRANS/WP.29/GRRF/2004/22, and to make progress the UK is proposing to use the CLEPA informal document 56-11 as a basis to temporarily remove the requirement to permanently mark the disc or drum with the thickness at which the component should be replaced. However, to have a structured discussion on the issues surrounding the marking of drums and discs the UK is requesting that GRRF agree to this item being moved to the Replacement Drum and Disc ad-hoc meeting.

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